03-But -32-PM 6.00/10.22
Program Code: 201.378
EA: 1F990K
April 2011

Request Programming in 2010 Amended SHOPP

PROJECT LOCATION: In Butte County in and near the City of Chico on SR 32 from Kennedy Ave, PM 6.00, to the 99/32 Junction, PM 10.22.

APPROVAL RECOMMENDED: Laurie J. Lammert

DISTRICT PROGRAM MANAGER, Laurie Lammert

APPROVAL RECOMMENDED: Ali Kiani

PROJECT MANAGER, Ali Kiani

APPROVED: Jody Jones — 6/6/11

DISTRICT DIRECTOR, Jody Jones — *DATE*

This project initiation document has been prepared under the direction of the following Registered Civil Engineer. The registered civil engineer attests to the technical information contained herein and the engineering data upon which recommendations, conclusions, and decisions are based.

M Saeed Chaudhary — April 18, 2011

PROJECT ENGINEER, M Saeed Chaudhary — *DATE*

REGISTERED PROFESSIONAL ENGINEER
MUHAMMAD SAEED CHAUDHARY
Lic. No. C27762
Exp.: 3/31/2012
CIVIL
STATE OF CALIFORNIA

Initiating Office/Initiator:

The Program Manager for the 201.378 ADA Infrastructure program has established that a project is needed that meets the qualification for the State Highway Operation and Protection Program (SHOPP).

This project initiation document provides conceptual approval of the proposal and a recommendation to program the project into the current State Highway Operation and Protection Program. A project report will serve as final approval of the proposal.

Need and Purpose:

Need:
The project locations which currently do not meet pedestrian accessibility standards are required to be improved to comply with mandated ADA and Caltrans standards.

Purpose:
Upgrade access for all people to the pedestrian facilities within State's right of way in compliance with the Americans with Disabilities Act (ADA) and in accordance with Caltrans Design Information Bulletin (DIB) 82-04. The 201.378 program brings State facilities into ADA compliance by placing or replacing existing pedestrian facilities where they are currently missing or do not meet current Standards.

Deficiency Summary:

Many locations with pedestrian infrastructure on State highways, which includes sidewalks, curb ramps, accessible pedestrian traffic signals, cross-walks, slopes and cross slopes are not in compliance with the current ADA standards.

Project Proposal:

The project proposes to install new, where required, or reconstruct or upgrade existing pedestrian infrastructure, such as curb ramps, pedestrian paths, cross-walks, traffic signals, and driveways, within the State's right-of-way that is not in compliance with the ADA Act and Caltrans DIB 82-04. There are numerous deficiencies within the project limits for Rte 32 (PM 6.00/10.22) through the City of Chico. Refer to Attachment A for Location Map. The project is estimated to cost $7.814 million in capital cost. See the Programming section of this PSR and also Attachments H and I.

Systems Planning:

The project is consistent with the ADA act and the Department's Complete Streets policy (DD 64R1).

- Identify Systems

  Butte SR 32 is not an ITSP (Interregional Transportation Strategic Plan) Focus Route or a California State designated High Emphasis Route.

- State Planning

  Complete Streets concepts are being integrated into Transportation Corridor Concept Report updates.

- Regional Planning

  The proposed Butte SR 32 ADA upgrade is consistent with the 2008 Butte County Regional Transportation Plan.

Landscape:

There are twelve to fourteen trees along 8th Street, between Linden and Flume streets, and five to six trees along 9th Street, between Olive and Wall streets, which should be preserved and protected during reconstructing or building new pedestrian paths. There may be requirements for color/texture contrasting treatment at Broadway, W-8th and W 3rd street locations. Attachment F provides details.

Right of Way:

Most of the work in the project will be performed within the State's Right of Way, however, some Temporary Construction easements (TCEs) will be required. Some utility poles will also require relocation to provide pedestrian paths which have clear 4 ft minimum width. See Attachment D for Right of Way Data Sheet.

Temporary Management Plan (TMP):

The project is located on a multi-lane, one-way and two way highway. The daily peak hour volume (in both directions) ranges from 1,100 vph to 1,800 vph. It is estimated that it will cost $2,500 per day to maintain traffic and Traffic Control System. Construction Zone Enhanced Enforcement Program (COZEEP) is estimated at $1,000 per day during daylight hours and $2,000 per day during nighttime hours whenever CHP involvement is

needed during construction. See Attachment E. Moreover, appropriate steps will be taken to minimize impacts to affected businesses.

Hazardous Waste:

All work is expected to be done within the Caltrans' existing Right of Way. However, soil disturbance is anticipated during construction and excess soil may be generated. Aerial deposited lead (ADL) and Lead/Chromium Based paint may exist due to the historical use of leaded gasoline and Traffic Striping.

Office of Environmental Engineering is estimating $60,000 for sampling within the proposed construction limits. See Attachment C for the preparation of Health and Safety Plan to handle such materials.

Utilities:

Some utilities in the State's Right of Way may need to be relocated. These utilities will be identified and shall be the responsibility of the respective utility company. Caltrans Right of Way unit will coordinate with the respective utility company for the relocation.

Storm Water:

The majority of the project will not disturb existing vegetation nor create new slopes. It will not change existing drainage patterns, runoff channels or drains. Most of the locations, where new sidewalks and curb ramps are to be installed, are already paved, which minimizes the impact on existing drainage patterns and vegetation. Therefore, this project does not have the potential to create water quality impacts.

The total Disturbed Soil Area is 4.7 acres. The project will add a net total 3.1 acre of new impervious surface area. These areas are located throughout the project limits where new curbs, gutters and sidewalks are constructed to fill in gaps between existing curbs, gutters and sidewalks.

Temporary construction site BMPs will be deployed under a contractor prepared WPCP. Permanent Treatment BMPs will be deployed. See Attachment G for Storm Water Data Report.

Hydraulics:

It is estimated that approximately 20 Drainage Inlets (DIs) may require adjustment, 25 new DIs may be installed and approximately 5500 linear feet of drainage system may be affected in order to connect new DIs to the existing drainage facilities.

Environmental:

The project qualifies for Categorical Exemption under California Environmental Quality Act (CEQA) and Categorical Exclusion under National Environmental Policy Act (NEPA). See Attachment B for Mini-Preliminary Environmental Analysis Report.

Programming and Funding:

- Programming
  The project will be programmed for FY 2013/2014. Construction is expected during the summer of 2015. The Programming sheet, Attachment I, containing milestones and capital, R/W and support costs, is attached.

- Funding
  The project is planned to be funded in the 2010 SHOPP under the 201.378 program at an estimated current capital cost of $7.81 million.

Reviews:

The project was reviewed, amongst others, by Laurie Lammert, Traffic Engineering Senior, Heidi Sykes, HQ Design Reviewer, and Joe Horton, HQ-ADA Program Senior, Don Rushton, District 3 Constructibility Review Coordinator.

PROJECT PERSONNEL:

Ali Kiani	Project Manager	(530) 741-4587
Tammy Massengale	Senior Environmental Planner	(530) 741-4041
Jennifer Lowden	Senior R/W Agent	(530) 741-5139
Poppea Darling	R/W Coordinator	(530) 741-4016
M. Saeed Chaudhary	Project Engineer	(530) 741-5407
Nelson Lee	Electrical Chief	(530) 634-7622

Jaskaran Boparai	Electrical Engineer	(530) 741-5100
Heath Hatheway	Storm Water Coordinator	(530) 741-5406
Tim Ellison	Senior Landscape Architect	(530) 741-4126
John Hudson	Hydraulics	(530) 741-4437
Fernando Rivera	Area Construction Engineer	(530) 822-5355
Dave Gamboa	Construction Electrical Senior	(916) 263-4911
Ann Murphy	Constructibility Reviewer	(530) 741-4381
Don Rushton	Constructibility Review Co-ord.	(530) 741-4516

ATTACHMENTS:

A. Location Map
B. Mini-Preliminary Environmental Analysis Report
C. Initial Site Assessment (ISA)
D. Right of Way Data Sheet
E. Traffic Management Plan Data Sheet
F. Landscape Architecture Assessment Sheet (LAAS)
G. Storm Water Data Report
H. Cost Estimate
I. Programming Sheet

ATTACHMENT A

Location Map

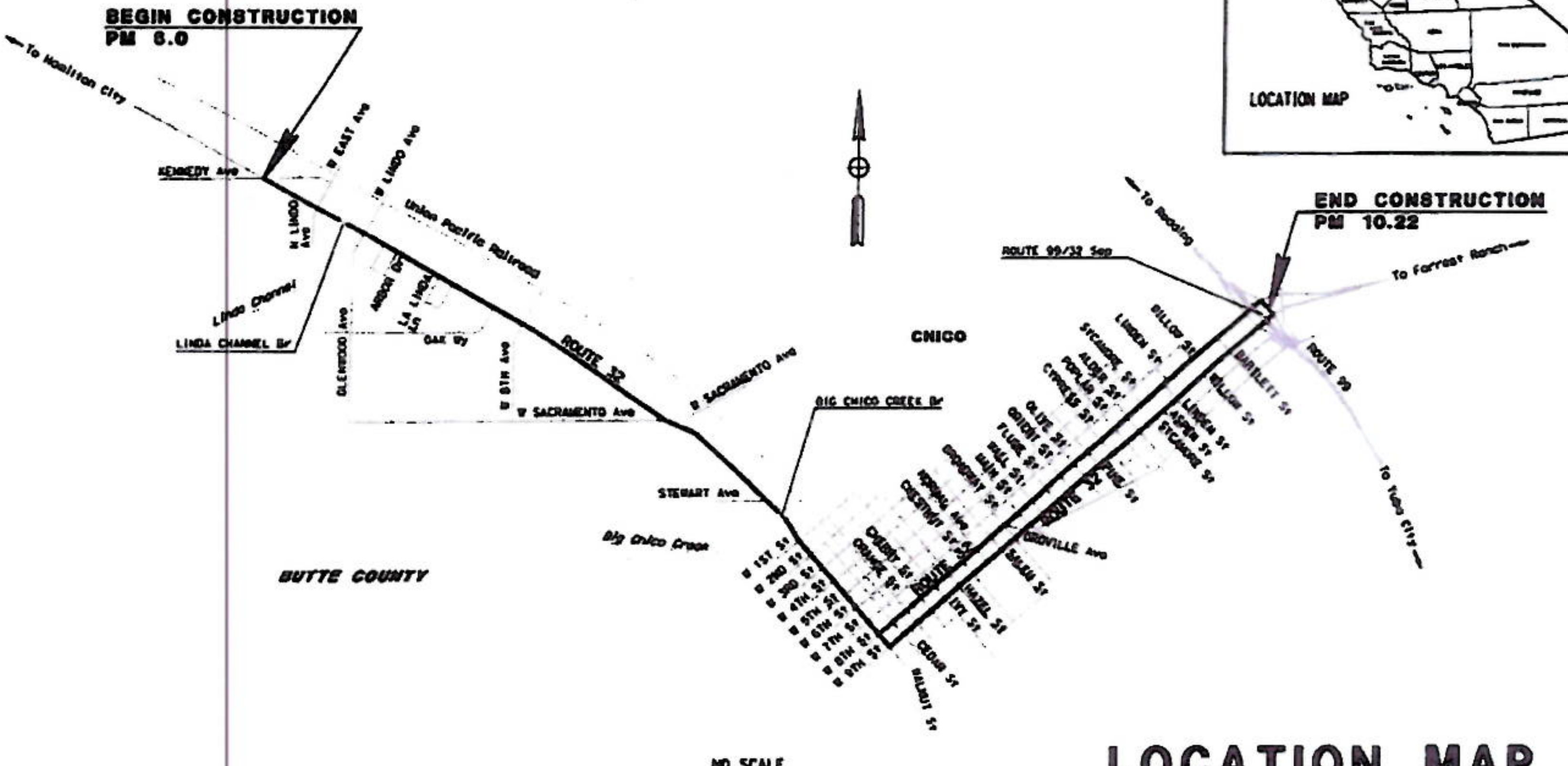
Dist	County	Route	Post Miles Total Project	Sheet No.	Total Sheets
03	But	32	6.0/10.22		

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

PROJECT PLANS FOR CONSTRUCTION ON
STATE HIGHWAY

IN BUTTE COUNTY IN CHICO
FROM KENNEDY AVENUE TO ROUTE 99/32 SEPARATION

TO BE SUPPLEMENTED BY STANDARD PLANS DATED MAY 2006



LOCATION MAP

DESIGN ENGINEER	PROJECT MANAGER

BORDER LAST REVISED 7/2/2010 | CALTRANS WEB SITE IS: HTTP://WWW.DOT.CA.GOV/ | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0000 | PROJECT NUMBER & PHASE 00000000001

00-00-00

ATTACHMENT B

Mini-Preliminary Environmental Analysis Report (PEAR)

Mini-Preliminary Environmental Analysis Report

Project Information

District 03 County BUT Route 32 Post Mile 6.00/10.22 EA 03-1F990

Project Title: BUT 32 ADA Compliance

Project Manager Ali Kiani Phone # 530-741-4587

Project Engineer M. Saeed Chaudhary Phone # 530-741-5407

Environmental Branch Chief Tammy Massengale Phone # 530-741-4041

Project Description

Purpose and Need: This project proposes to install or upgrade pedestrian infrastructure that is not in compliance with Title 11 of the Americans with Disabilities Act (ADA).

mandates.

Description of work: The work includes reconstructing or installing sidewalks, curb ramps, pedestrian accessible traffic signals and flattening driveway approaches.

Anticipated Environmental Approval

CEQA
☒ Categorical Exemption

NEPA
☒ Categorical Exclusion

Summary Statement

In order to identify environmental issues, constraints, costs and resource needs, a mini-PEAR (Preliminary Environmental Analysis Report) was prepared for the project. Potential construction staging areas and disposal/borrow sites will need to be identified in the PA&ED phase for environmental review. Due to weather conditions and time constraints no field reviews were completed. All technical reviews were completed using data searches.

It is anticipated a Categorical Exemption and a Categorical Exclusion will apply to this project. Based on existing workload and available resources, it is anticipated to take 14 months to complete the environmental process. If possible, Environmental Planning would like to receive the ESR no later than February of a given year in order to complete spring surveys.

Special Considerations

Biology: Rural homes, urban neighborhoods, parks, creeks, rice fields, hay fields, wet ditches, orchards, and commercial developments are common within the project limits. Wildlife that is likely to occur in the project area includes American crow, red-winged black birds, starlings, American kestrel, western meadowlark, blacktail jackrabbit, Brewer's blackbirds, raccoon, barn owl and striped skunk.

Due to the urban and commercial nature of the majority of the project area, it is unlikely that the majority of the project area may support habitat for species protected by State and Federal agencies. However, some of the project is rural and may provide habitat for migratory birds, willow flycatcher, giant garter snake (GGS), Swanson's hawk and valley elderberry longhorn beetle. These

species are known to occur in Butte County and may be affected by vegetation removal, ground disturbance and utility relocation work.

Common vegetation likely to occur in the project area include valley oak, almond trees, wild radish, tall verain, Freemont cottonwood, cedar trees, sedge, Himalayan blackberry, oats, oleander, willow, bull rush, olive trees, pyracanthas, pennyroyal, pine, wild mustard, redwood and teasel.

Specific field surveys will be required to determine the presence and extent of water features that fall under the jurisdiction of the U.S. Army Corps of Engineers (USACE), Regional Water Quality Control Board (RWQCB) and the California Department of Fish and Game (CDFG). Specific field surveys should also be conducted to determine the presence of migratory birds, Swainson's hawk, and other listed species.

Consultation with U.S. Fish and Wildlife Service (USFWS) and the CDFG will be required to fully determine if this project will impact migratory birds or any other protected plant or wildlife species and what mitigation may be necessary. Consultation with the USACE will also be required to determine the extent of impacts to jurisdictional waters and waters of the U.S. and the type of necessary mitigation.

Under the current scope of the project, permits and approvals from regulatory agencies are not anticipated.

Archaeology: Cultural resource reports for previous projects constructed along SR 32 in the project vicinity and the internal Caltrans TEA Database were consulted for this project. Thirty-four built environment cultural resources were identified within the proposed project's limits. These structures, located between KP 9.11/10.3, were evaluated in 2002 for a previous project and were found ineligible for the National Register of Historic Places and the California Register of Historical Resources. Additionally, a number of Historic Districts are located in the vicinity of the proposed project. Proposed work in the Districts must address related restrictions or guidance.

Since cultural resources are located within the projects ESL, consultation with the State Historic Preservation Officer (SHOP) will be required to address state, federal, and local laws and ordinances addressing potential impacts to cultural resources. If historic properties within the ESL cannot be protected during construction, mitigation may be required. A Memorandum of Agreement (MOA) will be prepared with the SHPO to address mitigating those impacts

Hazardous Waste: An ISA was completed for this project. The potential for Aerially Deposited Lead (ADL) exists within the ESL. A Site Investigation (SI) to determine the amount of ADL within the project limits will be required.

Water Quality: During project delivery, the project area should be evaluated for potential water quality impacts. We are required to adhere to the conditions of the Caltrans Statewide NPDES Permit CAS No. 000003. It is important that appropriate Construction Site BMPs are deployed during construction activities to avoid/minimize impacts. If site dewatering is required, a dewatering plan is required.

Air: This project is anticipated to be exempt from all air quality conformance analysis requirements. A technical memo will be prepared during PA&ED.

Noise: This project is not anticipated to require a project level noise analysis. A technical memo will be prepared during PA&ED.

Visual Resources: Due to the time constraints, input from Landscaping staff for this analysis was not completed.

Disclaimer

This report is not an environmental document. The above recommendations are based on the project description provided in this report. The discussion and conclusions provided by this mini-PEAR are approximate and are based on field reviews and record reviews to estimate the potential for probable effects. The purpose of this report is to provide a preliminary level of environmental analysis to supplement the Project Initiation Document. Changes in project scope, alternatives, or environmental laws will require a re-evaluation of this report.

Prepared by:

Tammy Massengale Date: 3/15/11

Tammy Massengale, Chief, Office of Environmental Support

Reviewed by:

Ali Kiani Date: 3/15/11

Ali Kiani, Project Manager

ATTACHMENT C

Initial Site Assessment for Hazardous Waste

State of California

Memorandum

Business, Transportation and Housing Agency

To: Tammy Massengale, Chief
NR Office of Environmental Support

Date: February 17, 2011

File: 03-But-32
PM 6.0/10.22
ADA Compliance

EA: 03-1F990K
EFIS: 0300020426

From: Jason Lee
Office of Environmental Engineering Office – South (OEES)

Subject: Initial Site Assessment (ISA)

Per your request, the OEES performed an ISA for the above referenced project. This project proposes to reconstruct or install sidewalks, curb ramps, pedestrian accessible traffic signals, flatten driveway approaches, etc. for ADA compliance. No new r/w is involved. The project is state funded only. Soil and vegetation will be disturbed. Excess soil will be generated.

Based on the nature of the project and the fact that no work will be performed outside the existing r/w, the following resources were reviewed:

- Aerial Photograph
- Caltrans Photolog

Based on the review, the potential for hazardous waste exists with respect to Aerially Deposited Lead (ADL) exist within our r/w due to historical use of leaded gasoline. Since this project proposes to generate excess soil, the project is required to conduct a preliminary site investigation (PSI). Please include 120 hours under WBS 165.10 and $12,500 in the project budget to cover our time and the consultants cost to complete the PSI. Once requested, it will take from 3 to 6 months to complete the PSI and final report. Excess material shall not be transported out of the project limits without a PSI being completed for ADL.

Thank you for your effort and time. If there are any significant changes to the proposed project, please contact OEES as soon as possible so the impact of the changes and further action, if any, can be assessed. If you have any questions, please call me at (530) 741-4494.

cc: File
Mohammad Rayyan – Project Engineer, Traffic Design

ATTACHMENT D

Right of Way Data Sheet

State of California
Department of Transportation

Business, Transportation and Housing Agency

Memorandum

Flex your power!
Be energy efficient!

To: Eric Y Wong
Chief Traffic Design Branch
Department of Transportation, District 3

Attention M. Saeed Chaundhary
Project Engineer

Date: March 7, 2011
E.A. 1F990
PN: 0300020426
File: 03-But-32 6.0/10.22

From: JOHN BALLANTYNE
Assistant Division Chief, North Region Right of Way

Subject: Current Estimated Right of Way Costs

We have completed an estimate of the right of way costs for the above referenced project based on the information received from you on November 10, 2010.

Right of Way requests a minimum of 30 months in order to clear and process the certification timely.

Attachments:
Right of Way Data Sheet

cc. Ali Kiani

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY DATA SHEET

Caltrans

Date: March 7, 2011
E.A. 1F990
PN: 0300020426
File: 03-But-32 6.0/10.22

1. Right of Way Cost Estimate:

	Current Value Future Use	Escalation Rate	Escalated Value
A. Total Acquisition Cost	$665,625	5%	$704,158
B. Mitigation acquisition & credits	$0		$0
C. Project Development Permit Fees	$4,000	5%	$4,232
Subtotal	$669,625		$708,389
D. Utility Relocation (State Share) (Owner's share: $204,000)	$0		$0
E. Relocation Assistance (RAP)	$14,300	5%	$15,128
F. Clearance/Demolition	$0		$0
G. Title & Escrow	$0		$0
H. Total Estimated Right of Way Cost	$683,925	Rounded	**$724,000**
I. Construction Contract Work	$0		

2. Current Date of Right of Way Certification

May 1, 2012

3. Parcel Data:

Type		Dual/Appr	Utilities		RR Involvements	
X	0		U4 - 1	1	None	
A	340		- 2	0	C&M Agrmt	
B	0		- 3	0	Svc Contract	2
C	0	0	- 4	0	Easements	
D	0	0	U5 - 7	0	Rights of Entry	2
			- 8	0	Clauses	1
Total	340		- 9	1		

Areas:

R/W:	N/A		
Excess:	N/A	No. Excess Pcls:	0
Mitigation:	N/A		

Misc. R/W Work

RAP Displ	N/A
Clear/Demo	N/A
Const Permits	N/A
Condemnation	51
USA Involvement	No

4. Are there any major items of construction contract work?
Yes _____ No X

There is no identified CCW at this time.

5. Provide a general description of the right of way and excess lands required (zoning, use, major improvements, critical or sensitive parcels, etc.)

Due to limited mapping and resources, Right of Way is estimating commercial and residential temporary construction easements for 1 season. The amounts used are an average of listing prices within the project area.

6. Are any properties acquired for this project expected to be rented, leased, or sold?
Yes _____ No X

7. Is there an effect on assessed valuation? Yes _____ Not Significant _____
No X

8. Are utility facilities or rights of way affected? Yes X No _____

According to the P.E., 10 utility poles and 2 utility boxes will need to be relocated.

9. Are railroad facilities or rights of way affected? Yes X No _____

Project proposes curb/gutter/sidewalk with ADA ramps for all four corners of each at grade crossing. Service contracts for preliminary engineering and construction flagging will be required. Railroad Right of Entry (s) (ROE) may also be required. PUC GO-88B applications may also be required once PUC diagnostic is

10. Were any previously unidentified sites with hazardous waste and/or material found?
Yes _____ None Evident X

11. Are RAP displacements required? Yes _____ No X

No. of single family		No. of business/nonprofit	
No. of multi-family		No. of farms	

Based on Draft/Final Relocation Impact Statement/Study dated N/A
it is anticipated that sufficient replacement housing (will/will not) be available without Last Resort Housing.

12. Are there material borrow and/or disposal sites required?
Yes _____ No X

13. Are there potential relinquishments and/or abandonments?
Yes _____ No X

14. Are there any existing and/or potential airspace sites?
Yes _____ No X

15. Indicate the anticipated Right of Way schedule and lead time requirements.

Right of Way requests a minimum of 30 months in order to clear and process the certification timely.

16. Is it anticipated that Caltrans will perform all Right of Way work?
Yes X No _____

RIGHT OF WAY DATA SHEET

17. Assumptions and Limiting Conditions:

17.1 Maps delivered with the datasheet request are insufficient to determine final right of way needs.

17.2 Design is responsible for acquiring all construction easements on local road.

17.3 As Temporary Construction Easements will be aquired for the length of the project, there will be no need for Permit to Enter and Construct to conform Road Approaches within the project limits.

17.4 This estimate is based on information provided from design and listings in the area.

Evaluation Prepared By:

Right of Way: Kelly J Kilpatrick Date 3/17/11

Reviewed By:

RW Planning & Management: Rich Covey Date 3/18/11

I have personally reviewed this Right of Way Data Sheet and all supporting information. I certify that the probable Highest and Best Use, estimated values, escalation rates, and assumptions are reasonable and proper, subject to the limiting conditions set forth, and I find this Data Sheet to be complete and current.

RECOMMENDED FOR APPROVAL

JENNIFER LOWDEN, FOR
Senior Right of Way Agent
Project Coordination
Marysville

3/17/11
Date

APPROVED:

JOHN BALLANTYNE
Assistant Division Chief,
North Region Right of Way

3-17-11
Date

State of California
Department of Transportation

Business, Transportation and Housing Agency

Memorandum

Flex your power!
Be energy efficient!

To: Ali Kiani
Project Manager

Attention: Assistant Project Manager

Date: March 7, 2011
E.A. 1F990
PN: 0300020426
File: 03-But-32 6.0/10.22

From: JOHN BALLANTYNE
Assistant Division Chief, North Region Right of Way

Subject: XPM Resource hours for RW

Please adjust the hours in XPM for this project as follows and remove all other resource line items except those previously charged to.

Task	Resource ID	Task Description	Hrs
100.05	03.400	Perform Project Management	20
100.10	03.400	Perform Project Management	100
100.25	03.400	Perform Project Management	300
150	03.400	Develop Project Initiation Document (PID) - PSR Stage	25
160	03.400	Perform Preliminary Engineering Studies & Prepare Draft Project Report	25
165	03.400	Perform Environmental Studies & Prepare Draft Environmental Document (DED) PR Stage	0
170	03.400	Permits, Agreements, and Route Adoptions during PA&ED Component	80
175	03.400	Circulate DED & Select Preferred Project Alternative	0
180	03.400	Prepare & Approve Project Report & Final Environmental Document (FED)	0
185	03.400	Prepare Base Maps & Plan Sheets, Utility verification and potholing	200
195	03.400	Right of Way Property Management & Excess Lands	10
200	03.400	Coordinate Utilities	400
205	03.400	Obtain Permits, Agreements & Route Adoptions	45
220	03.400	Perform Right of Way Engineering	0
225.50	03.400	Obtain R/W Interests for Project R/W Certification	100
225.60	03.400	Obtain R/W Interests for Project R/W Certification	25,000
225.65	03.400	Obtain R/W Interests for Project R/W Certification	25,000
225.70	03.400	Obtain R/W Interests for Project R/W Certification	100
225.80	03.400	Obtain R/W Interests for Project R/W Certification	5,000
230	03.400	Prepare Draft PS&E	0
235	03.400	Mitigate Environmental Impacts and Clean Up Hazardous Waste	129
245.50	03.400	Post Right of Way Certification Work	100
245.60	03.400	Post Right of Way Certification Work	200
245.65	03.400	Post Right of Way Certification Work	2,500
245.80	03.400	Post Right of Way Certification Work	3,000
255	03.400	Circulate, Review, and Prepare Final District PS&E Package	0
270	03.400	Perform Construction Engineering and General Contract Administration	0
285	03.400	Prepare & Administer Contract Change Orders	0
		Total for this project	**82,334**

ATTACHMENT E

Traffic Management Plan
Data Sheet

State of California — Business, Transportation and Housing Agency

Memorandum

To: SAEED CHAUDHARY
Project Engineer
Traffic Design Branch

Date: January 28, 2011

File: 03-1F990k
But 32-PM 6.00/10.22
Roadway Rehab

From: MAHER DABBAGH
TMP Coordinator
Transportation Management Planning

Subject: Transportation Management Plan (TMP) Data Sheet

Background

- This project is on SR 32, a multilane and one lane highway located in Butte County, within the City of Chico.

  The project proposes to construct the following:

  1. Reconstruct or install sidewalks.
  2. Reconstruct or install curb ramps.
  3. Install pedestrian accessible traffic signals.
  4. Flatten driveway approaches, etc.

- For traffic volumes and PM, refer to **Table-1**.

Table-1: Traffic Volumes
(2009 Traffic Volumes on California State Highways)

Location Description	Multilane Highway	Two-lane, Two-way Highway	Peak-Hour (both directions combined)
~~But-32-PM 6.00/8.35~~		~~X~~	~~1,800 vph~~
But-32-PM 8.35/8.80	X		1,750 vph
But-32-PM 8.80/8.88		X	1,100 vph
But-32-PM 8.88/10.22	X		1,500 vph

Recommendation

- Lane closures on the 2-lane, 2-way section of SR 32 will be performed with one-way traffic control using flaggers, in accordance with Standard Plan sheet T13.
- Lane closures on the multilane sections of SR 32 will be performed in accordance with Standard Plan sheet T11, with at least one lane open in each direction of travel at all times.
- Shoulder closures will be allowed during hours of lane closure.
- Work may be performed without lane or shoulder closure, if more than 6 feet from the edge of traveled way or behind K- rail.
- Portable changeable message signs (PCMS) will be required in each direction of travel during construction for all lane and shoulder closures.
- Pedestrian access must be maintained during construction, with at least one sidewalk open on one side of the roadway at all times. Additional signs will be required to detour pedestrians when sidewalks are closed for contract work.
- Bicycle traffic must be maintained during construction. Additional signs and striping will be required to direct bicycle traffic when bikeways are closed for contract work.
- Access to driveways, businesses, and cross streets must be maintained during construction, in accordance with traffic control standard plans or traffic handling provided in the contract plans.
- When closures occur within 200 ft of an intersection, flaggers will need to be deployed to control all legs of the intersection.
- Coordination with city of Chico will be required.
- No lane closure or other traffic restrictions will be allowed on designated legal holidays and the day preceding designated legal holidays; and when construction operations are not actively in progress.
- Lane closure charts will be developed for the final TMP prior to P&E.

Cost

- For estimating purpose, the cost of Traffic Management Plan (TMP) items can be estimated at $2,500 per working day when traffic control systems are anticipated to be utilized. Traffic Management Plan (TMP) items should be considered to include the following items: Traffic Control Systems, Portable Changeable Message Signs, Maintain Traffic, and TMP-Public Information.
- Additionally, COZEEP is estimated at $1,000 per working day and $2,000 per working night whenever CHP involvement is needed during construction. COZEEP estimate should include 2 officers per vehicle when performing at night.

- If there is a change in the scope of the project or the order of work (schedule), please advise the TMP unit, as this may affect the TMP estimate.

P & E Requirement

To complete a TMP for this project, please provide the following to the Office of Traffic Management Planning at least three months prior to P&E: project description, title sheet, typical cross sections, layout sheets, construction cost estimates, number of working days, project schedule, and a contact person.

Needed Resources

TMP office will need the following resources to complete our work:

Activity 160	70 hours
Activity 230	140 hours
Activity 255	40 hours
Activity 265	20 hours
Activity 270	20 hours
Activity 285	4 hours

Attachments: TMP Data Sheet Checklist

State of California

Business, Transportation and Housing Agency

D-3 TRANSPORTATION MANAGEMENT PLAN CHECKLIST

District / EA: 03-1F990K
Date Prepared: 01/27/11
Prepared By: MD
Stage of Project (X box) ☐ PID ☒ PSR ☐ PR ☐ PS&E

Co.-Rte.-PM: But-32- PM 6.0/10.22
Location: VAR

Description: Roadway Rehab

	REQUIRED	RECOMMENDED	NOT APPLICABLE	BEES Item No.	COMMENTS	UNIT COST	REQUIRED IN SPEC.
1.0 Public Information Strategies							
1.1 Brochures and Mailers	X						
1.2 Media Releases (& minority media sources)		X					
1.3 Paid Advertising		X					
1.4 Public Information Center			X				
1.5 Public Meetings/Speakers Bureau			X	066063			
1.6 Project Telephone Hotline		X					
1.7 Internet, E-Mail		X					
1.8 Local cable TV and News		X					
1.9 Notification to Impacted groups (i.e. bicycle users, pedestrians with disabilities, others)	X						
1.10 Project Web Page			X				
1.11 Caltrans Public Information Office							
1.12 Consultant Public Information Office		X		066063			
1.13 Other Items			X				
			X				
2.0 Traveler Information Strategies							
2.1 Changeable Message Signs (permanent)			X				
2.2 Changeable Message Signs (portable)	X			128650			X
2.3 Special Construction Signs		X		120690			
2.4 Traveler Information Systems (CHIN/Internet)			X	881985			
2.5 Highway Advisory Radio "HAR" (fixed or mobile)			X	860520			
2.6 Radar Speed Sign			X	066064			
2.7 Traffic Management Team			X				
2.8 Revised Transit Schedules/ Maps		X					
2.9 Bicycle community information							
2.10 Other Item			X				
3.0 Incident Management							
3.1 COZEEP	X			066062	$1000/day & $2000/night		
3.2 Freeway Service Patrol (tow truck service patrol)			X	066065			
3.3 Traffic Surveillance Stations (loops or CCTV)			X	065876			
3.4 Transportation Management Center			X				
3.5 Traffic Control Inspector (Caltrans)			X				
3.6 Traffic Management Team			X				
3.7 On-site Traffic Advisor (contractor)		X					
3.8 Other Items			X				
4.0 Construction Strategies							
4.1 Delay damage clause		X					
4.2 Night work	X				Per Lane Closure Charts		X
4.3 Weekend Work	X				Per Lane Closure Charts		X
4.4 Extended Weekend Closures			X				
4.5 Planned Lane Closures	X				Per Lane Closure Charts		X
4.6 Planned Ramp/Connector Closures			X				
4.7 Total Facility Closure			X				
4.8 Project Phasing			X				
4.9 Truck Traffic Restrictions			X				
4.10 Reduced Lane Widths			X				

4.0 Construction Strategies (Continued)	REQUIRED	RECOMMENDED	NOT APPLICABLE	BEES Item No.	COMMENTS	UNIT COST	REQUIRED IN SPEC.
4.11 Temporary K-Rail		X		129000			
4.12 Temporary Traffic Screens		X		129150			
4.13 Reduced Speed Zones		X					
4.14 Traffic Control Improvements			X				
4.15 Contingency Plans	X						X
4.15.1 Material Plant on standby			X				
4.15.2 Extra Critical Equipment on site	X						
4.15.3 Material Testing Plan			X				
4.15.4 Alternate Material on site (In case of failure or major delays)			X				
4.15.5 Emergency Detour Plan		X					
4.15.6 Emergency Notification Plan		X					
4.15.7 Weather Conditions Plan			X				
4.15.8 Delay Timing and Documentation Plan			X				
4.15.9 Late Closure Reopening Notification	X						
4.16 Signal timing modification			X				
4.17 Coordination with adjacent construction	X						X
4.18 Double Fine Zone (signs)			X				
4.19 Right of Way Delay			X	066022			
4.20 Other Items			X				
5.0 Demand Management							
5.1 HOV Lanes/Ramps			X				
5.2 Ramp metering			X				
5.3 Park-and-Ride Lots			X				
5.4 Parking Management/Pricing			X				
5.5 Rideshare Incentives			X				
5.6 Rideshare Marketing			X	066069			
5.7 Transit, Train, or Light-Rail Incentives			X	066066			
5.8 Transit Service Modification			X				
5.9 Variable Work Hours			X				
5.10 Telecommute			X				
5.11 Other Items			X				
6.0 Alternate Route Strategies							
6.1 Ramp Closures			X				
6.2 Street Improvements			X				
6.3 Reversible Lanes			X				
6.4 Temporary Lanes or Shoulders Use			X				
6.5 Freeway to freeway connector closures			X				
6.6 Encroachment Permit from City/County			X				
7.0 Other Strategies							
7.1 Application of new technology			X				
7.2 Other Items			X				

Comments:

ATTACHMENT F

Landscape Architectural Assessment Sheet

NORTH REGION
LANDSCAPE ARCHITECTURE ASSESSMENT SHEET
03-LAND-0002 (Rev. 3/03)

COST INFORMATION:	
☐ Replacement planting (36 trees,@$1000/tree)	$ 36,000
☐ 1-year Plant Establishment (10% of planting cost/ yr)	$ 3,600
☐ Replace grass strip (estimated area 2,420 yd2, $34/yd2)	$ 82,300
☐ Replace/ Modify existing irrigation system (estimated 2,420 yd2 x $23/ yd2)=	$ 55,700
☐ Soil amendment (1CY soil amdt / 22sqyd turf) 2,420/ 22 = 110, $53/cyX100=	$ 5,830
☐ Erosion Control type wood mulch(estimated area 2,420 yd2)	$ 19,360
	TOTAL $202,790

OTHER RELATED INFORMATION:

☐ Landscape Architecture Resource Estimate:

1. Both E8 and E9 have a mix of residential and business properties. Number of trees indicated in this report are general. We suggest to have the trees on both E8th and E9th surveyed (by size and location) at the ps&e stage.
2. Also DSA is estimated to be 4 ac. at this preliminary stage. If the quantity exceeds this amount, cost need to be adjusted accordingly.
3. E8th St./ Hwy 32: There about 12-14 trees along E8th St between Linden St and Flume St. are identified as healthy and mature and are close to the existing sidewalks and/ or curbs. All efforts should be made to protect and preserve these trees.
4. E9th St./ Hwy 32: Similarly, on E9th St. between Olive St. and Wall St there are about 5 – 6 trees that are identified as healthy and mature close to existing sidewalks and/ or curbs. All efforts should be made to preserve and protect them.
5. Crosswalk contrasting color/ texture treatment: There may be requirement for color/ texture contrasting treatment at 3 intersections along hwy 32 as part of the ADA curb ramp and signal light upgrade. These potential locations are identified at Broadway & W8th St, Walnut & W3rd St., and W East Ave & Nord Ave.

ROADSIDE VEGETATION MANAGEMENT TREATMENT NEEDS:

☐ Extended Gore Areas
☐ Guardrails and Signs
☐ Medians
☐ Road Edge
☐ Side Slopes/Embankment Slopes

(See: http://www.dot.ca.gov/hq/LandArch/roadside/index.htm for potential treatment measures)

PREPARED BY: Jane Donohoe DATE: 02/17/11 CONCURRED BY: Ali Kiani (Project Manager) DATE: 4-20-201

APPROVED BY: DATE: 4/20/2011

(Landscape Architecture or Engineering Services Branch Chief)

NORTH REGION
LANDSCAPE ARCHITECTURE ASSESSMENT SHEET
03-LAND-0002 (Rev. 3/03)

TO: Joseph Estepa **FROM:** Jane Donohoe **Unit/Senior TE Name:** Eric Wong **Project Manager:** Martin Villaneuva	**CO:**But **DISTRICT:**03 **DATE:**02/15/11 **EA:**1F990	**RTE:**32	**PM:** 6.00/10.22
PROJECT SEPARATION: ☒ Landscape as part of roadway work EA ☐ Landscape under separate EA (Follow-up)	**PROJECT: ADA compliance** **TYPE: SHOPP** **PROJECT MILESTONE: PID**		

PROJECT DESCRIPTION: The project proposes to reconstruct or install sidewalks, curb ramps, pedestrian accessible traffic signals, flatten driveway approaches, etc. for ADA compliance. It is anticipated that environmental document will be a CE for this type of work. The proposed project scope will be within State Right of Way.
A PSR for this project is being prepared and is scheduled for completion by March 1, 2011.

AREA FOR HIGHWAY PLANTING: 2,500 yd2.
AREA FOR EROSION CONTROL: 4.0 ac.
PLANT COUNT FOR MITIGATION PLANTING: 36 Trees

LANDSCAPE FREEWAY STATUS:	☐ Yes	☒ No	
HIGHWAY PLANTING IS:	☐ Warranted	☒ Not Warranted	
SCENIC HIGHWAY STATUS:	☐ Officially Designated	☐ Eligible	☒ Not Designated
REVEGETATION REQUIRED?	☐ Permit Required	☒ Offset of Visual Impact	☐ Other (Forest Service, BLM, etc.)

BIOLOGIST CONTACT: Tammy Massengale
DATE OF CONTACT: 02/15/11
REVEG. SPECIALIST CONTACT:

ADJACENCY TO BILLBOARDS:
☐ Project area is adjacent to outdoor advertising. ☒ Project area is not adjacent to outdoor advertising.

WATER AND POWER AVAILABILITY: Yes

IS THERE (E) IRRIGATION THAT WILL BE IMPACTED BY THIS PROJECT: ☒ Yes ☐ No

DESIGN FOR MAINTENANCE SAFETY: N/A

CONTEXT SENSITIVITY:
☐ It is determined that the project will involve consideration of highway aesthetics and will require further evaluations pertaining to specific roadside enhancements.
☒ No foreseen issues with highway aesthetics ☐ Other

COOPERATIVE MAINTENANCE AGREEMENTS:

Project may involve additional tasks indicated				
	☒ Visual Simulation	☒ Erosion Control	☒ SWPPP/NPDES
	☒ Highway Planting	☒ Field Visit	☒ Context Sensitive Solutions/Aesthetics
	☐ Contour Grading	☒ Cost Estimate	☐ Landscape Evaluation

ATTACHMENT G

Storm Water Data Report

APPENDIX E

Long Form - Storm Water Data Report

Dist-County-Route: 03-Butte-32

Post Mile Limits: 6.00/10.22

Project Type: SHOPP

Project ID (or EA): 03-1F990

Program Identification: _____

Phase: ☒ PID
☐ PA/ED
☐ PS&E

Regional Water Quality Control Board(s): Region 5 – Central Valley RQWCB

Is the Project required to consider Treatment BMPs? Yes ☒ No ☐

If yes, can Treatment BMPs be incorporated into the project? Yes ☒ No ☐

If No, a Technical Data Report must be submitted to the RWQCB at least 30 days prior to the projects RTL date. List RTL Date: _____

Total Disturbed Soil Area: 4.7 acre Risk Level: 1 (GIS Map Method)

Estimated: Construction Start Date: 5/1/2012 Construction Completion Date: 9/30/2012

Notification of Construction (NOC) Date to be submitted: 4/1/2012

Erosivity Waiver	Yes ☐	Date: _____	No ☒
Notification of ADL reuse (if Yes, provide date)	Yes ☐	Date: _____	No ☒
Separate Dewatering Permit (if yes, permit number)	Yes ☐	Permit # _____	No ☒

This Report has been prepared under the direction of the following Licensed Person. The Licensed Person attests to the technical information contained herein and the date upon which recommendations, conclusions, and decisions are based. Professional Engineer or Landscape Architect stamp required at PS&E.

Joseph C. Estepa, Registered Project Engineer/Landscape Architect — 3/21/2011 Date

I have reviewed the stormwater quality design issues and find this report to be complete, current and accurate:

Ali Kiani, Project Manager — for — 3/23/11 Date

Pat Kelley, Designated Maintenance Representative — 3/23/11 Date

Jim Ellison, Designated Landscape Architect Representative — 3/28/11 Date

Heath Hatheway, District/Regional Design SW Coor or Designee — 3/28/11 Date

[Stamp Required for PS&E only)

STORM WATER DATA INFORMATION

1. Project Description

- The project proposes to reconstruct or install ADA infrastructure which includes sidewalks, curb ramps, pedestrian accessible traffic signals, driveway approaches, etc. for compliance with the current ADA standards. The majority of the project will not disturb any existing vegetation and create new slopes. It will not change existing drainage patterns, and runoff channels or drains. Therefore, this project does not have the potential to create water quality impacts.
- The total Disturbed Soil Area is 4.7 acre. The project will add a net total of 3.1 acre of new impervious surface area. These are located all throughout the project limits where new curb, gutter and sidewalks are installed to fill in gaps between existing curb, gutter and sidewalks.
- The project is located in the City of Chico (MS4 Area).

2. Site Data and Storm Water Quality Design Issues (refer to Checklists SW-1, SW-2, and SW-3)

- The Central Valley RWQCB has jurisdiction within the project limits. The project area within PM 6.00 to 8.00 is located in the Tehama Hydrologic Unit, Red Bluff Hydrologic Area, Sub Area No. 504.20, and the project area within PM 8.00 to 10.22 is located in the Colusa Basin Hydrologic Unit, Butte Basin Hydrologic Area, Sub Area No. 520.40. The Receiving Water Body within the project area is the Big Chico Creek and is not on the 303(d) list. The Sacramento River (Red Bluff to Knights Landing), Butte Slough, and Main Drainage Canal are water bodies around the project limits that are on 303(d) list but are not part of the Targeted Design Constituents.
- This project does not require 401 certification.
- The climate ranges from the 50°s (F) in January to 90°s (F) in July. The average monthly precipitation ranges from 0.05 inches in July to 5.17 inches in January.
- The project limits are within urban/commercial areas with generally flat slopes. There are commercial buildings, apartment buildings, and a college university in the first half of the project, and mainly residential area at the end. The soil features within the project is rated to be in the Group B (HSG). Soils in this group have moderate infiltration rate when thoroughly wet. Ground water elevations may vary from 20 ft to 60 ft below ground surface elevation depending on the time and location. Include soil classifications (HSG) and geology information, if pertinent
- This project has been identified as Risk Level 1 using the GIS Map Method. The Watershed Erosion Estimate is 2.8 tons/acre, which is a Low Sediment Risk. The Receiving Water Risk is Low since there are no discharges to any water bodies with designated beneficial use within the project limits..

3. Regional Water Quality Control Board Agreements

- There are no current negotiated understandings or agreements with RWQCB pertaining to this project.

4. Proposed Design Pollution Prevention BMPs to be used on the Project.

Downstream Effects Related to Potentially Increased Flow, Checklist DPP-1, Parts 1 and 2

- There will be an increase of impervious area due to construction of new curb, gutter and sidewalks. The impervious areas are located at different spot locations throughout the project limits. This increase in impervious area is not anticipated to cause significant impacts to existing drainage facilities. A more depth drainage analysis will be performed during the PA&ED and PS&E Phase.
- Majority of the project area already have curb, gutter and sidewalk. Sheet flows are directed to the outside shoulder with curb and gutter and are collected in storm drains. At locations where there are no curb and gutter, sheet flows are directed to outside shoulder and to existing original ground which consists of gravel or vegetated areas. New curb, gutter and sidewalk at these locations will be installed to provide continuous pedestrian access within the project limits. The new curb and gutters will conform to existing curb and gutters or connect to existing drainage inlets.

Slope/Surface Protection Systems, Checklist DPP-1, Parts 1 and 3

- The cut and fill areas will be identified in detail during the PA&ED Phase.
- The project will create new slopes and modify existing slopes. The new and existing slopes are flatter than 4:1 (h:v) and are located behind curb and gutter or sidewalks. The net new impervious area for this project is 3.1 acre.
- Cost for Erosion Control (wood mulch) is included in the Landscape Architectural Assessment Sheet (LAAS).

Concentrated Flow Conveyance Systems, Checklist DPP-1, Parts 1 and 4

- Surface runoffs within the project limits are conveyed through curb and gutters and are collected in drainage inlets. Capacity of the existing drainage system will be analyzed more during the PA&ED Phase.

Preservation of Existing Vegetation, Checklist DPP-1, Parts 1 and 5

- The clearing and grubbing areas will be identified and shown in the plans during the PA&ED phase.
- Existing vegetation will be preserved to the maximum extent possible. Cost for replacing grass strips included in the LAAS.

5. Proposed Permanent Treatment BMPs to be used on the Project

Treatment BMP Strategy, Checklist T-1

- There are no Targeted Design Constituents (TDL) within the project limits.

Biofiltration Swales/Strips, Checklist T-1, Parts 1 and 2

- Biofiltration Swales/Strips are not incorporated into the project. Sheet flows are collected and conveyed by concrete curb and gutters into drainage inlets. There are no locations identified within the project limits where biofiltration swales/strips are feasible.

Dry Weather Diversion, Checklist T-1, Parts 1 and 3

- Dry weather flows are not present within the project limits.

Infiltration Devices – Checklist T-1, Parts 1 and 4

- Infiltration Devices are not incorporated into the project. Sheet flows are collected and conveyed by concrete curb and gutters into drainage inlets. There are no locations identified within the project limits where infiltration devices are feasible.

Detention Devices, Checklist T-1, Parts 1 and 5

- Detention Devices are not incorporated into project.

Gross Solids Removal Devices (GSRDs), Checklist T-1, Parts 1 and 6

- GSRDs are not incorporated into project.

Traction Sand Traps, Checklist T-1, Parts 1 and 7

- Traction Sand Traps are not incorporated into project since it is not utilized within the project limits.

Media Filters, Checklist T-1, Parts 1 and 8

- Media Filters are not incorporated into project.

Multi-Chambered Treatment Trains (MCTTs), Checklist T-1, Parts 1 and 9

- MCTTs are not incorporated into project.

Wet Basins, Checklist T-1, Parts 1 and 10

- Wet Basins are not incorporated into project.

6. Proposed Temporary Construction Site BMPs to be used on Project

- Temporary construction site BMPs will be deployed under a contractor prepared SWPPP. Temporary concrete washouts, stabilized construction entrance/exits, and fiber roll have been identified as potential contract bid line items. Additional items may be identified during the project design phase. All remaining water pollution control items will be included in the BEES Construction Site Management lump sum bid item. Construction site BMP cost has been estimated at $100,000 using Option 1, Percentage of Total Construction Cost as shown in Appendix F of the PPDG and 2% of total construction cost was used. Attachment of the completed Construction Site BMP Consideration form documents Construction Division Concurrence in accordance with current North Region directives.
- This project has been identified as Risk Level 1 using the GIS Map Method.

7. Maintenance BMPs (Drain Inlet Stenciling)

Stenciling on existing and new drainage inlets within the project limits are proposed on this project. The project area is located within the City of Chico with pedestrian and bicycle traffic. Additional Maintenance BMPs will be investigated in the design phase.

Required Attachments

- **Vicinity Map**
- **Evaluation Documentation Form (EDF)**
- **Construction Site BMP Consideration Form**
- RUSLE2 Summary Sheet, as applicable (required at PS&E only)
- **Risk Level Determination Documentation**
- Treatment BMP Summary Spreadsheets (required, if Treatment BMPs are incorporated into project, required at PS&E only)
- Quantities for Construction Site BMPs (required at PS&E only)
- Rainfall Erosivity Waiver, if applicable (required at PS&E)

Supplemental Attachments

Note: Supplement Attachments are to be supplied during the SWDR approval process; where noted, some of these items may only be required on a project-specific basis.

- Storm Water BMP Cost Summary
- BMP cost information from: Project Planning Cost Estimate (PPCE) during PID and PA/ED project phases; Preliminary Engineer's Cost Estimate (PECE) for PS&E project phase
- Plans showing BMP Deployment (i.e. Layout Sheets, Drainage Sheets, Water Pollution Control Sheets, etc)

- Pertinent Correspondence with RWQCB (if requested or recommended by District/Regional NPDES Storm Water Coordinator or Designated Reviewer)
- Checklist SW-1, Site Data Sources
- Checklist SW-2, Storm Water Quality Issues Summary
- Checklist SW-3, Measures for Avoiding or Reducing Potential Storm Water BMPs
- Checklists DPP-1, Parts 1–5 (Design Pollution Prevention BMPs) [only those parts that are applicable]
- Checklists T-1, Parts 1–10 (Treatment BMPs) [only those Parts that are applicable]
- Checklists CS-1, Parts 1–6 (Construction Site BMPs) [only those Parts that are applicable, at PS&E only]
- Calculations and cross sections related to BMPs (if requested by District/Regional Design Storm Water Coordinator)
- 07-340 or 07-345 (During PS&E Phase if requested or recommended by District/Regional Design Storm Water Coordinator)
- Conceptual Drainage Map or Drainage Plans, if available (if requested by District/Regional Design Storm Water Coordinator for review)

STATE OF CALIFORNIA

DEPARTMENT OF TRANSPORTATION

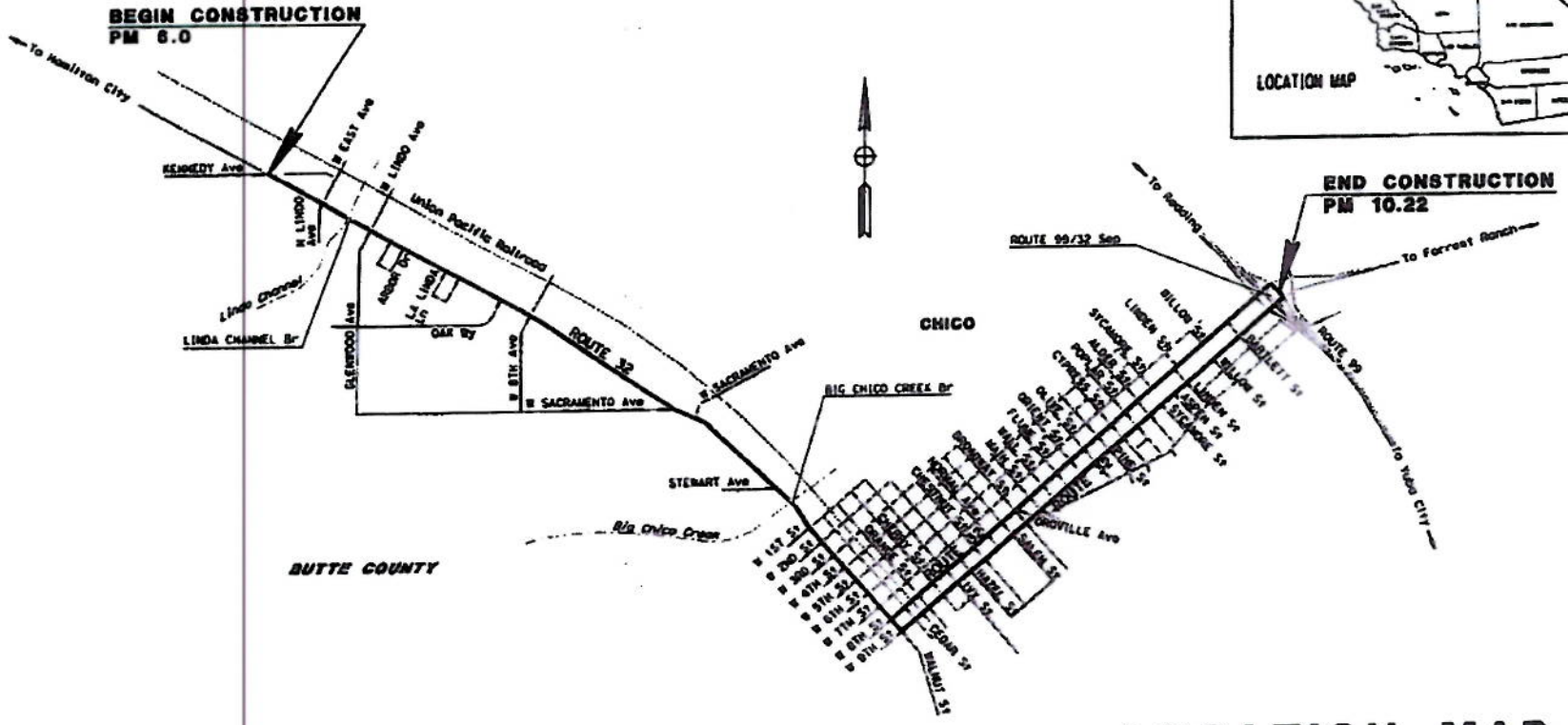
PROJECT PLANS FOR CONSTRUCTION ON

STATE HIGHWAY

IN BUTTE COUNTY IN CHICO
FROM KENNEDY AVENUE TO ROUTE 99/32 SEPARATION

TO BE SUPPLEMENTED BY STANDARD PLANS DATED MAY 2006

Dist	County	Route	Post Miles Total Project	Sheet	Total Sheets
03	But	32	6.0/10.22		



NO SCALE

LOCATION MAP

DESIGN ENGINEER | PROJECT NUMBER

DATE PLOTTED => 00-00-00
TIME PLOTTED => 0:00

BORDER LAST REVISED 7/2/2010 | CALTRANS WEB SITE IS: HTTP://WWW.DOT.CA.GOV/ | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0000 | PROJECT NUMBER & PHASE 0000000000

DATE: March 21, 2011

Project ID (or EA): 03-1F990K

NO.	CRITERIA	YES ✓	NO ✓	SUPPLEMENTAL INFORMATION FOR EVALUATION
1.	Begin Project Evaluation regarding requirement for consideration of Treatment BMPs	✓		See Figure 4-1, Project Evaluation Process for Consideration of Permanent Treatment BMPs. Go to 2
2.	Is this an emergency project?		✓	If Yes, go to 10. If No, continue to 3.
3.	Have TMDLs or other Pollution Control Requirements been established for surface waters within the project limits? Information provided in the water quality assessment or equivalent document.		✓	If Yes, contact the District/Regional NPDES Coordinator to discuss the Department's obligations under the TMDL (If Applicable) or Pollution Control Requirements, go to 9 or 4. _____ *(Dist./Reg. SW Coordinator Initials)* If No, continue to 4.
4.	Is the project located within an area of a local MS4 Permittee?	✓		If Yes. *(City of Chico)*, go to 5. If No, document in SWDR go to 5.
5.	Is the project directly or indirectly discharging to surface waters?	✓		If Yes, continue to 6. If No, go to 10.
6.	Is it a new facility or major reconstruction?		✓	If Yes, continue to 8. If No, go to 7.
7.	Will there be a change in line/grade or hydraulic capacity?	✓		If Yes, continue to 8. If No, go to 10.
8.	Does the project result in a net increase of one acre or more of new impervious surface?	✓		If Yes, continue to 9. If No, go to 10. 3.1 acre *(Net Increase New Impervious Surface)*
9.	Project is required to consider approved Treatment BMPs.	✓		See Sections 2.4 and either Section 5.5or 6.5 for BMP Evaluation and Selection Process. Complete Checklist T-1 in this Appendix E.
10.	Project is not required to consider Treatment BMPs. _____*(Dist./Reg. Design SW Coord. Initials)* *(Project Engineer Initials)* 3/21/2011 *(Date)*			Document for Project Files by completing this form, and attaching it to the SWDR.

1 *See Figure 4-1, Project Evaluation Process for Consideration of Permanent Treatment BMPs*

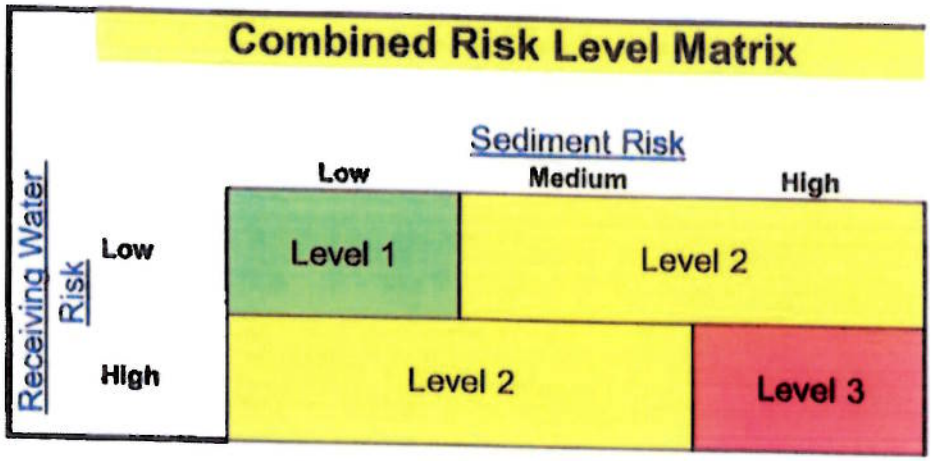
DATE: March 21, 2011

Project EA: 03-1f990k

Project Evaluation Process for the Consideration of Construction Site BMPs

NO.	CRITERIA	YES ✓	NO ✓	SUPPLEMENTAL INFORMATION
1.	Will construction of the project result in areas of disturbed soil as defined by the Project Planning and Design Guide (PPDG)?	✓		If Yes, Construction Site BMPs for Soil Stabilization (SS) will be required. Complete **CS-1, Part 1.** Continue to 2. If No, Continue to 3.
2.	Is there a potential for disturbed soil areas within the project to discharge to storm drain inlets, drainage ditches, areas outside the right-of-way, etc?	✓		If Yes, Construction Site BMPs for Sediment Control (SC) will be required. Complete **CS-1, Part 2.** Continue to 3.
3.	Is there a potential for sediment or construction related materials and wastes to be tracked offsite and deposited on private or public paved roads by construction vehicles and equipment?	✓		If Yes, Construction Site BMPs for Tracking Control (TC) will be required. Complete **CS-1, Part 3.** Continue to 4.
4.	Is there a potential for wind to transport soil and dust offsite during the period of construction?		✓	If Yes, Construction Site BMPs for Wind Erosion Control (WE) will be required. Complete CS-1, Part 4. Continue to 5.
5.	Is dewatering anticipated or will construction activities occur within or adjacent to a live channel or stream?		✓	If Yes, Construction Site BMPs for Non-Storm Water Management (NS) will be required. Complete CS-1, Part 5. Continue to 6.
6.	Will construction include saw-cutting, grinding, drilling, concrete or mortar mixing, hydro-demolition, blasting, sandblasting, painting, paving, or other activities that produce residues?	✓		If Yes, Construction Site BMPs for Non-Storm Water Management (NS) will be required. Complete **CS-1, Parts 5 & 6.** Continue to 7.
7.	Are stockpiles of soil, construction related materials, and/or wastes anticipated?		✓	If Yes, Construction Site BMPs for Waste Management and Materials Pollution Control (WM) will be required. Complete CS-1, Part 6. Continue to 8.
8.	Is there a potential for construction related materials and wastes to have direct contact with precipitation; stormwater run-on, or stormwater runoff; be dispersed by wind; be dumped and/or spilled into storm drain systems?	✓		If Yes, Construction Site BMPs for Waste Management and Materials Pollution Control (WM) will be required. Complete **CS-1, Part 6.** Continue to 9.
9.	End of checklist.		Document for Project Files by completing this form, and attaching it to the SWDR.	

PE to initialize after concurrence with Construction (PS&E only) *Date*



Project Sediment Risk: Low

Project RW Risk: Low

Project Combined Risk: Level 1

Receiving Water (RW) Risk Factor Worksheet	Entry	Score
A. Watershed Characteristics	yes/no	
A.1. Does the disturbed area discharge (either directly or indirectly) to a **303(d)-listed waterbody impaired by sediment** (For help with impaired waterbodies please check the attached worksheet or visit the link below) or has a **USEPA approved TMDL implementation plan for sediment?**: 2006 Approved Sediment-impared WBs Worksheet http://www.waterboards.ca.gov/water_issues/programs/tmdl/303d_lists2006_epa.shtml	no	Low
OR		
A.2. Does the disturbed area discharge to a waterbody with designated beneficial uses of SPAWN & COLD & MIGRATORY? http://www.ice.ucdavis.edu/geowbs/asp/wbguse.asp		

	A	B	C
1	**Sediment Risk Factor Worksheet**		**Entry**
2	**A) R Factor**		
3	Analyses of data indicated that when factors other than rainfall are held constant, soil loss is directly proportional to a rainfall factor composed of total storm kinetic energy (E) times the maximum 30-min intensity (I30) (Wischmeier and Smith, 1958). The numerical value of R is the average annual sum of EI30 for storm events during a rainfall record of at least 22 years. "Isoerodent" maps were developed based on R values calculated for more than 1000 locations in the Western U.S. Refer to the link below to determine the R factor for the project site.		
4	http://cfpub.epa.gov/npdes/stormwater/LEW/lewCalculator.cfm		
5		**R Factor Value**	9.56
6	**B) K Factor (weighted average, by area, for all site soils)**		
7	The soil-erodibility factor K represents: (1) susceptibility of soil or surface material to erosion, (2) transportability of the sediment, and (3) the amount and rate of runoff given a particular rainfall input, as measured under a standard condition. Fine-textured soils that are high in clay have low K values (about 0.05 to 0.15) because the particles are resistant to detachment. Coarse-textured soils, such as sandy soils, also have low K values (about 0.05 to 0.2) because of high infiltration resulting in low runoff even though these particles are easily detached. Medium-textured soils, such as a silt loam, have moderate K values (about 0.25 to 0.45) because they are moderately susceptible to particle detachment and they produce runoff at moderate rates. Soils having a high silt content are especially susceptible to erosion and have high K values, which can exceed 0.45 and can be as large as 0.65. Silt-size particles are easily detached and tend to crust, producing high rates and large volumes of runoff. Use Site-specific data must be submitted.		
8	Site-specific K factor guidance		
9		**K Factor Value**	0.25
10	**C) LS Factor (weighted average, by area, for all slopes)**		
11	The effect of topography on erosion is accounted for by the LS factor, which combines the effects of a hillslope-length factor, L, and a hillslope-gradient factor, S. Generally speaking, as hillslope length and/or hillslope gradient increase, soil loss increases. As hillslope length increases, total soil loss and soil loss per unit area increase due to the progressive accumulation of runoff in the downslope direction. As the hillslope gradient increases, the velocity and erosivity of runoff increases. Use the LS table located in separate tab of this spreadsheet to determine LS factors. Estimate the weighted LS for the site prior to construction.		
12	LS Table		
13		**LS Factor Value**	1.18
14			
15		**Watershed Erosion Estimate (=RxKxLS) in tons/acre**	2.8202
16		**Site Sediment Risk Factor**	**Low**
17		Low Sediment Risk: < 15 tons/acre	
18		Medium Sediment Risk: >=15 and <75 tons/acre	
19		High Sediment Risk: >= 75 tons/acre	
20			

EAST RED BLUFF HA (CAL Water_Planning Watersheds)

5504200002

	A	B	C
1	**Sediment Risk Factor Worksheet**		**Entry**
2	**A) R Factor**		
3	Analyses of data indicated that when factors other than rainfall are held constant, soil loss is directly proportional to a rainfall factor composed of total storm kinetic energy (E) times the maximum 30-min intensity (I30) (Wischmeier and Smith, 1958). The numerical value of R is the average annual sum of EI30 for storm events during a rainfall record of at least 22 years. "Isoerodent" maps were developed based on R values calculated for more than 1000 locations in the Western U.S. Refer to the link below to determine the R factor for the project site.		
4	http://cfpub.epa.gov/npdes/stormwater/LEW/lewCalculator.cfm		
5	**R Factor Value**		9.56
6	**B) K Factor (weighted average, by area, for all site soils)**		
7	The soil-erodibility factor K represents: (1) susceptibility of soil or surface material to erosion, (2) transportability of the sediment, and (3) the amount and rate of runoff given a particular rainfall input, as measured under a standard condition. Fine-textured soils that are high in clay have low K values (about 0.05 to 0.15) because the particles are resistant to detachment. Coarse-textured soils, such as sandy soils, also have low K values (about 0.05 to 0.2) because of high infiltration resulting in low runoff even though these particles are easily detached. Medium-textured soils, such as a silt loam, have moderate K values (about 0.25 to 0.45) because they are moderately susceptible to particle detachment and they produce runoff at moderate rates. Soils having a high silt content are especially susceptible to erosion and have high K values, which can exceed 0.45 and can be as large as 0.65. Silt-size particles are easily detached and tend to crust, producing high rates and large volumes of runoff. Use Site-specific data must be submitted.		
8	Site-specific K factor guidance		
9	**K Factor Value**		0.25
10	**C) LS Factor (weighted average, by area, for all slopes)**		
11	The effect of topography on erosion is accounted for by the LS factor, which combines the effects of a hillslope-length factor, L, and a hillslope-gradient factor, S. Generally speaking, as hillslope length and/or hillslope gradient increase, soil loss increases. As hillslope length increases, total soil loss and soil loss per unit area increase due to the progressive accumulation of runoff in the downslope direction. As the hillslope gradient increases, the velocity and erosivity of runoff increases. Use the LS table located in separate tab of this spreadsheet to determine LS factors. Estimate the weighted LS for the site prior to construction.		
12	LS Table		
13	**LS Factor Value**		0.63
14			
15	**Watershed Erosion Estimate (=RxKxLS) in tons/acre**		1.5057
16	**Site Sediment Risk Factor**		**Low**
17	**Low Sediment Risk: < 15 tons/acre**		
18	**Medium Sediment Risk: >=15 and <75 tons/acre**		
19	**High Sediment Risk: >= 75 tons/acre**		
20			

EAST SIDE

552 040 0001

ATTACHMENT H

Cost Estimate

PSR PROJECT ESTIMATE

District-County-Route:	03-BUT-32
PM:	6.00/10.22
EA:	03-1F990K
Program Code:	

PROJECT DESCRIPTION:

Limits
From Kennedy Ave (PM 6.00) to Route 99/32 Separation (PM 10.22).

Proposed Improvement (Scope)
This project proposes to install or upgrade pedestrian infrastructure within the State's right of way that is not in compliance with ADA standards.

SUMMARY OF PROJECT COST ESTIMATE

TOTAL ROADWAY ITEMS	$ 7,090,000
TOTAL STRUCTURE ITEMS	$ 0
SUBTOTAL CONSTRUCTION COSTS	$ 7,090,000
TOTAL RIGHT OF WAY ITEMS	$ 724,000
TOTAL PROJECT CAPITAL OUTLAY COSTS	$ 7,814,000

Reviewed by District Program Manager _____
(Signature)

Approved by Project Manager _____ Date _____
(Signature)

Phone No. _____

03-But-32
PM 6.0/10.22
EA 03-1F990K

I. ROADWAY ITEMS

Section 1 Earthwork	Quantity	Unit	Unit Price	Item Cost	Section Cost
Roadway Excavation	2,820	CY	$ 30	$ 84,600	
				Subtotal Earthwork	$ 84,600

Section 2 Pavement Structural Section	Quantity	Unit	Unit Price	Item Cost	Section Cost
Remove Concrete (Curb, Gutter, Curb Ramp and Sidewalk)	1,730	CY	$ 100	$ 173,000	
Minor Concrete (Misc Construction)	4,215	CY	$ 350	$ 1,475,250	
Detectable Warning Surface	500	SQYD	$ 50	$ 25,000	
Modify Crosswalks	1	LS	$ 800,000	$ 800,000	
Hot Mix Asphalt Concrete (Type A)	730	TON	$ 100	$ 73,000	
				Subtotal Pavement Structural Section	$ 2,546,250

Section 3 Drainage	Quantity	Unit	Unit Price	Item Cost	Section Cost
Drainage	1	LS	$ 930,000	$ 930,000	
				Subtotal Drainage	$ 930,000

Section 4: Specialty Items	Quantity	Unit	Unit Price	Item Cost	Section Cost
Water Pollution Control	1	LS	$ 100,000	$ 100,000	
Hazardous Waste (ISA)	1	LS	$ 12,500	$ 60,000	
Resident Engineer Office Space	1	LS	$ 5,000	$ 5,000	
				Subtotal Specialty Items	$ 165,000

Section 5: Traffic Items	Quantity	Unit	Unit Price	Item Cost	Section Cost
Electrical	1	LS	$ 300,000	$ 300,000	
Traffic Management Planning	1	LS	$ 225,000	$ 225,000	
Signing and Striping	1	LS	$ 50,000	$ 50,000	
				Subtotal Traffic Items	$ 575,000

Section 6 Planting and Irrigation	Quantity	Unit	Unit Price	Item Cost	Section Cost
Landscape	1	LS	$ 200,000	$ 200,000	
				Subtotal Planting and Irrigation Section	$ 200,000

Section 7: Roadside Management and	Quantity	Unit	Unit Price	Item Cost	Section Cost
			$	$	
				Subtotal Roadside Management and Safety Section	$ 0

Section 8: Minor Items

$ 4,500,850 (Subtotal Sections 1 thru 7) x (5%) = $ 225,043

TOTAL MINOR ITEMS $ 225,043

Section 9: Roadway Mobilization

$ 4,725,893 (Subtotal Sections 1 thru 8) x (10%) = $ 472,589

TOTAL ROADWAY MOBILIZATION $ 472,589

Section 10 Roadway Additions

Supplemental Work

$ 4,725,893 (Subtotal Sections 1 thru 8) x (5%) = $ 236,295

Contingencies

$ 4,725,893 (Subtotal Sections 1 thru 8) x (35%) = $ 1,654,062

TOTAL ROADWAY ADDITIONS $ 1,890,357

TOTAL ROADWAY ITEMS $ 7,090,000
(Subtotal Sections 1 thru 10)

Estimate Prepared By _____ (Print Name) Phone#: Date:

Estimate Checked By _____ (Print Name) Phone#: Date:

II. STRUCTURES ITEMS

	Structure One	Structure Two	Structure Three
Bridge Name			
Structure Type			
Width (out to out) - (ft)			
Span Lengths - (ft)			
Total Area - (ft2)			
Footing Type (pile/spread)			
Cost Per ft2 (incl. 10% mobilization and 20% contingency)			
Total Cost for Structure			

SUBTOTAL STRUCTURES ITEMS $ 0
(Sum of Total Cost for Structures)

Railroad Related Costs: $ 0

SUBTOTAL RAILROAD ITEMS $ 0

TOTAL STRUCTURES ITEMS $ 0
(Sum of Structures Items plus Railroad Items)

COMMENTS:

Estimate Prepared By: _____ Phone#: Date:
(Print Name)

NOTE: If appropriate, attach additional pages and backup.

03-Butte-32
PM 6.00/10.22
EA 03-1f990k

III. RIGHT OF WAY ITEMS — ESCALATED VALUE

A. Acquisition, including excess lands, damages to remainder(s) and Goodwill	$	708,390
B. Utility Relocation (State share)	$	0
C. Relocation Assistance	$	15,128
D. Clearance/Demolition	$	0
E. Title and Escrow Fees	$	0

TOTAL RIGHT OF WAY ITEMS $ 723,518
(Escalated Value) Use 724,000

Anticipated Date of Right of Way Certification 5/1/2012
(Date to which Values are Escalated)

F. Construction Contract Work

Brief Description of Work: _____

Right of Way Branch Cost Estimate for Work * $_____

* This dollar amount is to be included in the Roadway and/or Structures Items of Work, as appropriate. Do not include in Right of Way Items.
COMMENTS:

Estimate Prepared By (Print Name) Phone# Date:

NOTE: If appropriate, attach additional pages and backup.

ATTACHMENT I

Programming Sheet

PROGRAMMING SHEET - 2010/2011

EA: 03-1F990
Proj Name: BUT 32 ADA Compliance

Project Manager: Ali Kiani
Co-Rte-PM: BUT-032- 006.0/ 010.2

Date: 06/13/2011
Type: SHOPP

PROJECT SCHEDULE

MILESTONE		DATE (STATUS)
Begin Environmental Document	M020	01/01/2012 (T)
Begin Project Report	M040	12/01/2011 (T)
Circulate Environmental Document (DED)	M120	
Project Approval & Environmental Document (PA&ED)	M200	03/01/2013 (T)
District Submits Bridge Site Data to Structures	M221	
Right of Way Maps	M224	03/01/2013 (T)
Regular Right of Way	M225	04/01/2013 (T)
District Plans, Specifications & Estimates to DOE	M377	12/01/2013 (T)
Draft Structures Plans, Specifications & Estimates	M378	
District Plans, Specifications & Estimates (PS&E)	M380	01/15/2014 (T)
Right of Way Certification	M410	05/01/2014 (T)
Ready to List (RTL)	M460	05/01/2014 (T)
Headquarters Advertise (HQ AD)	M480	07/01/2014 (T)
Approve Construction Contract	M500	11/01/2014 (T)
Contract Acceptance (CCA)	M600	11/15/2015 (T)
End Project	M800	11/15/2017 (T)

ESTIMATE	DATE	AMOUNT
ROADWAY	04/25/11	$ 7090
BRIDGE		$ 0
Subtotal Const		$ 7090
RIGHT OF WAY	03/18/11	$ 724
MITIGATION		$ 0
Subtotal RW		$ 724
GRAND TOTAL		$ 7814

EXISTING PROGRAMMING	
PAED	$
PS&E	$
RW - Sup	$
RW - Cap	$
Const - Sup	$
Const - Cap	$

*Does not apply to RW Capital + Not Escalated ++ Only Escalated to 1 year into Future

PROJECT COSTS BY SB45 CATEGORY

CAPITAL COST ESTIMATE (Escalation Factor)	Prior Yrs+	10/11+	11/12 (3.5%)	12/13 (3.5%)	13/14 (3.5%)	14/15 (3.5%)	Future++ (3.5%)	Total	
Right of Way			724					$ 724	
Construction					7860			$ 7,861	
					CAPITAL COSTS TOTAL			$ 8,585	
SUPPORT COSTS (Escalation Factor)			(1.5%)	(1.5%)	(1.5%)	(1.5%)	(1.5%)		Sup/Cap
PAED		1	431	21				$ 453	5.28%
PS&E		6	26	251	526	46		$ 856	9.97%
Right of Way			791	2905	47	230	531	$ 4,503	52.46%
Construction						586	532	$ 1,118	13.02%
					SUPPORT COSTS TOTAL			$6,930	80.72%

TOTAL PROJECT COSTS	$ 15,515

PROJECT SUPPORT IN PYS

	Prior Yrs	10/11	11/12	12/13	13/14	14/15	Future	Total	PY %
Environmental	0.00	0.00	1.85	0.11	0.25	0.09	0.09	2.39	4.65%
Design	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00%
Engineering Services	0.00	0.00	0.09	0.03	0.28	0.02	0.02	0.44	0.86%
Surveys	0.00	0.00	0.78	4.84	0.12	0.73	1.73	8.20	15.96%
Right of Way	0.00	0.02	7.08	17.35	0.22	0.76	1.80	27.23	52.99%
Traffic	0.00	0.02	0.28	1.08	1.56	0.32	0.22	3.48	6.77%
Construction	0.00	0.00	0.01	0.01	0.36	2.97	2.50	5.85	11.38%
Project Management	0.00	0.00	0.13	0.23	0.43	0.24	0.36	1.39	2.70%
District Units*	0.00	0.00	1.72	0.09	0.23	0.10	0.09	2.23	4.34%
Subtotal Dist/Region Resources	0.00	0.04	11.94	23.74	3.45	5.23	6.81	51.21	99.65%
59-DES Project Development	0.00	0.00	0.00	0.00	0.01	0.02	0.00	0.03	0.06%
59-DES Structures Foundation	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00%
59-Office Engineer	0.00	0.00	0.00	0.00	0.04	0.08	0.00	0.12	0.23%
59-DES Project Management	0.00	0.00	0.01	0.01	0.01	0.00	0.00	0.03	0.06%
59-DES Construction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00%
59-DES Other Units**	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00%
Subtotal DES Resources	0.00	0.00	0.01	0.01	0.06	0.10	0.00	0.18	0.35%
TOTAL PYs	**0.00**	**0.04**	**11.95**	**23.75**	**3.51**	**5.33**	**6.81**	**51.39**	

*Admin, Plng, Maintenance
**DES Admin, DES Plng, DES Maintenance
HRS/PYS = 1758
Comments: